

BookletChart™

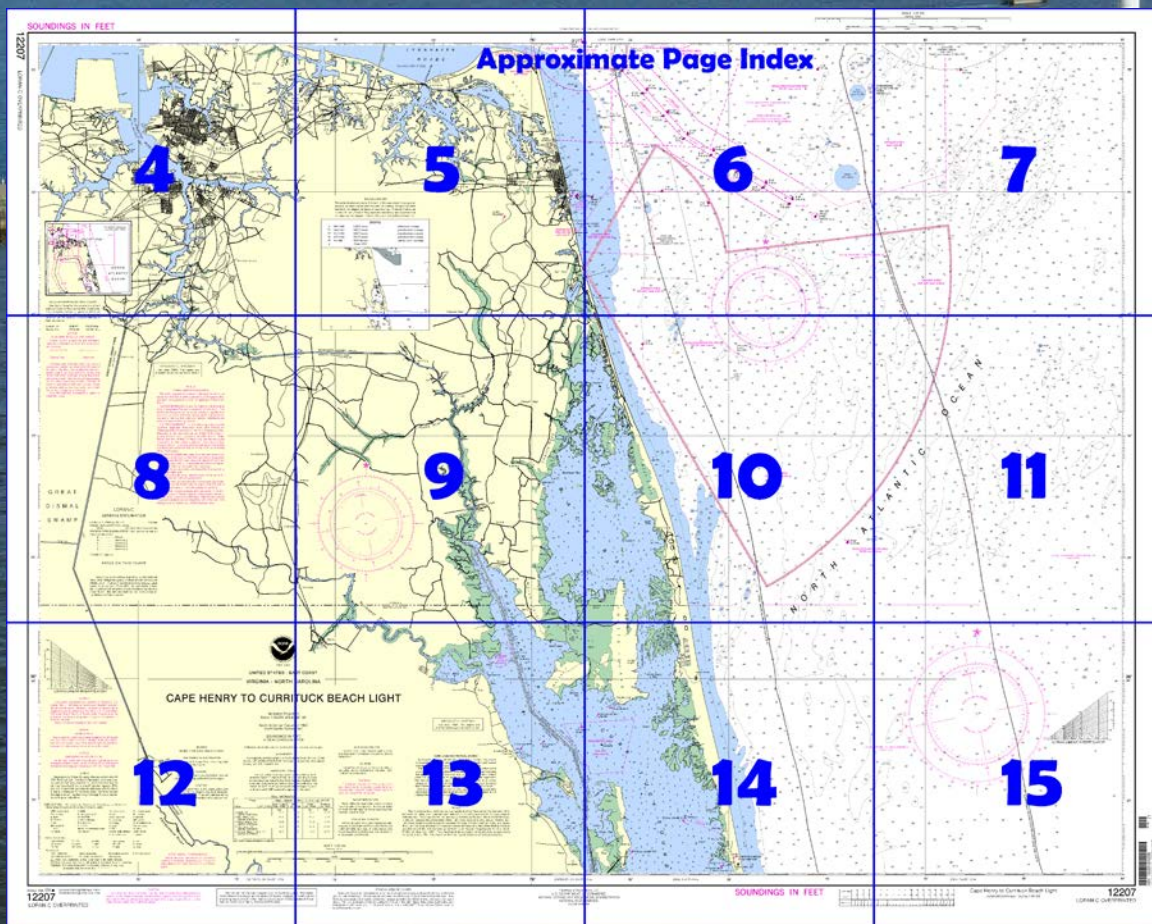
Cape Henry to Currituck Beach Light NOAA Chart 12207



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12207>



(Selected Excerpts from Coast Pilot)

The summer resort of **Virginia Beach** is 5 miles southward of Cape Henry Light. Many high-rise buildings and two water tanks are prominent. Some of these are lighted at night. A hotel cupola, 3.4 miles south of Cape Henry Light, is distinctive.

A **naval restricted area** extends northward, eastward, and southeastward from Cape Henry.

A **naval prohibited area** is off Camp Pendleton, 7.4 miles southward of Cape Henry.

Danger zones of naval firing ranges are about 8 and 9 miles southward of Cape Henry.

Two radar towers and a blue water tank, 158 feet above the water, are prominent at the Dam Neck Naval Station about 9 miles southward of Cape Henry Light.

Sandbridge Beach, 11 miles south of Cape Henry Light, has a tower and a green water tank that are prominent. There are about 3 miles of beach residences south of Sandbridge Beach.

Part of Back Bay National Wildlife Refuge extends from 15 to 18.5 miles south of Cape Henry Light along The Outer Banks.

False Cape, so called because of its resemblance to Cape Henry when approaching from south, is 22 miles southward of Cape Henry Light. Several spots with depths of 10 to 17 feet are 0.8 to 1.5 miles offshore from False Cape.

Sand dunes in this area have a tendency to alternately erode and then build up again as the seasons change, generally working to the southward; they should not be depended upon as navigational marks.

Currituck Sound is a narrow and shoal body of water which extends for 25 miles in a north-south direction behind the barrier beach near Currituck Beach Light. The southern part of the sound is navigable for craft drawing 4 or 5 feet to the junction with Albemarle Sound, but navigation among the extensive shoals depends on local knowledge of the channels and on the level of the water. The northern part of the sound is practically unnavigable due to dense grass. There are no periodic tides in Currituck Sound; the water level depends upon the force and direction of the winds.

North Landing River extends in a north-northwesterly direction from the north end of Currituck Sound. The river is a part of the Intracoastal Waterway.

Local magnetic disturbance.—Differences of as much as 6° from the normal variation have been observed 3 to 17 miles offshore from Cape Henry to Currituck Beach Light.

A **naval restricted area** extends northward, eastward, and southeastward from Cape Henry. (See **334.320**, chapter 2, for limits and regulations.)

A **naval prohibited area** is off Camp Pendleton, 7.4 miles southward of Cape Henry. (See **334.400**, chapter 2, for limits and regulations.)

Danger zones of naval firing ranges are about 8 and 9 miles southward of Cape Henry. (See **334.380 and 334.390**, chapter 2, for limits and regulations.)

Two radar towers and a blue water tank, 158 feet above the water, are prominent at the Dam Neck Naval Station about 9 miles southward of Cape Henry Light.

Part of Back Bay National Wildlife Refuge extends from 15 to 18.5 miles south of Cape Henry Light along The Outer Banks.

False Cape, so called because of its resemblance to Cape Henry when approaching from southward, is about 22 miles southward of Cape Henry Light. Several spots with depths of 10 to 17 feet are 0.8 to 1.5 miles offshore from False Cape.

Sand dunes in this area have a tendency to alternately erode and then build up again as the seasons change, generally working to the southward; they should not be depended upon as navigational marks.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

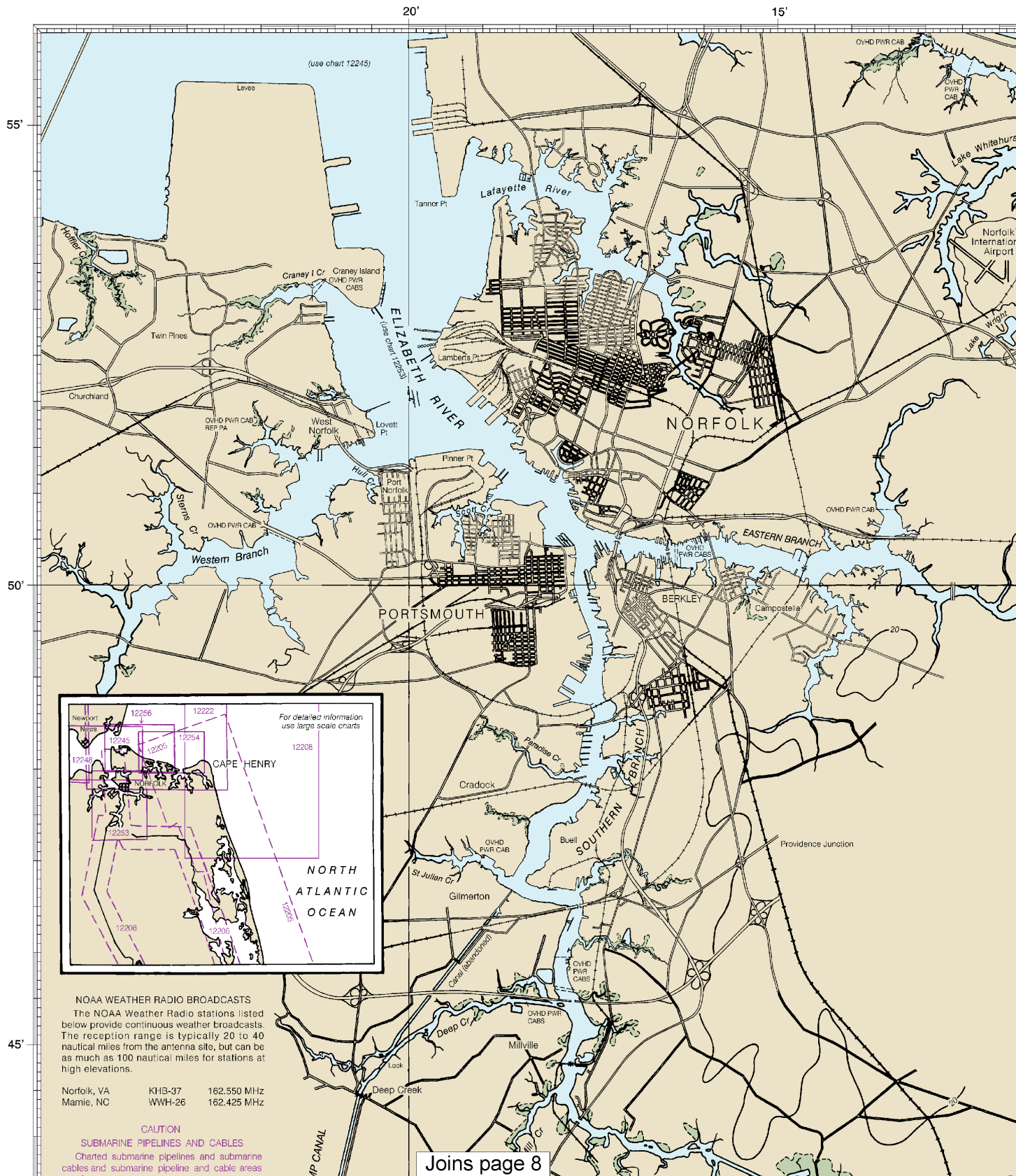


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

12207



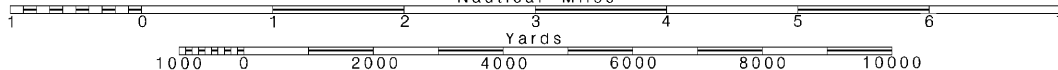
4

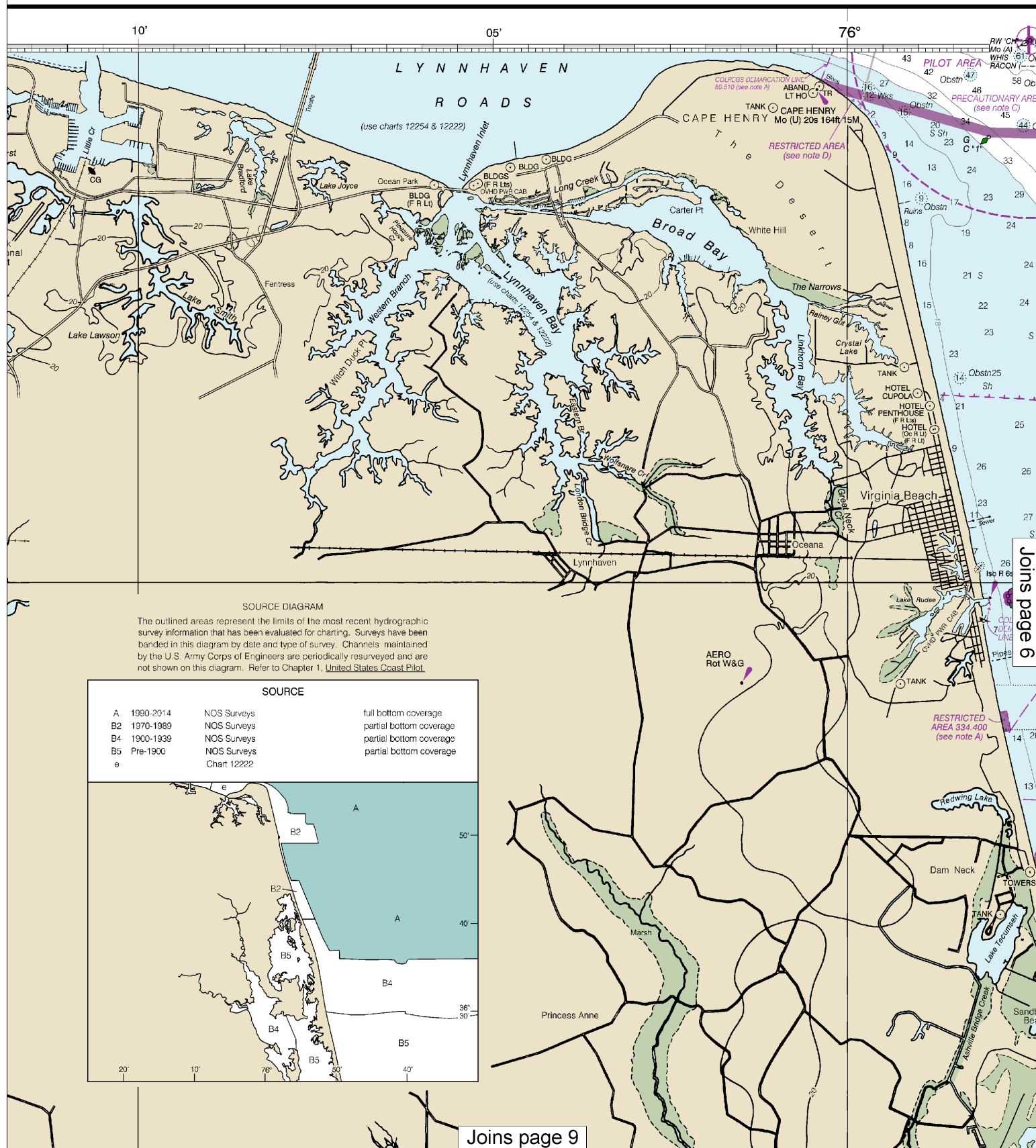
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

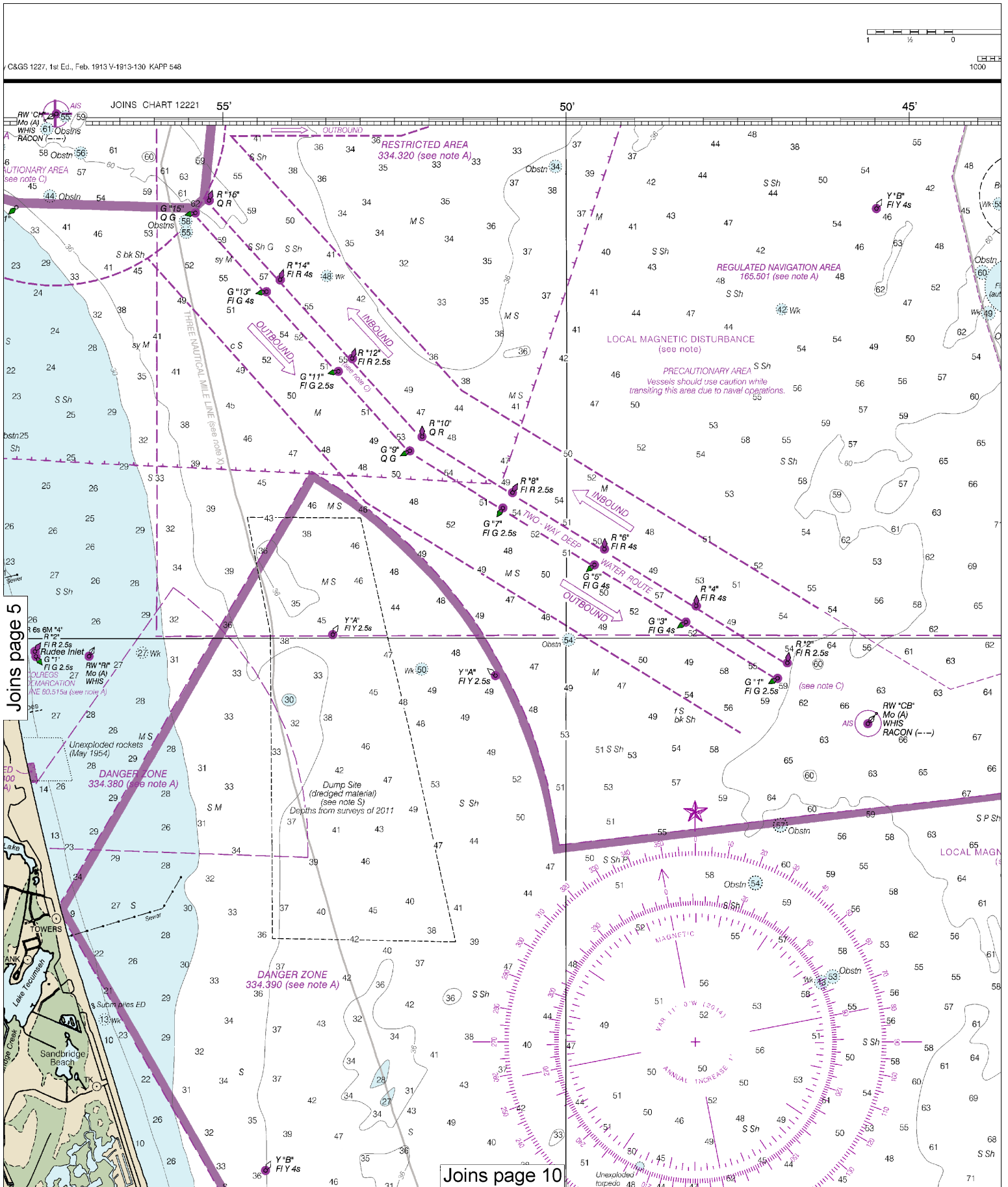
SCALE 1:80,000
Nautical Miles

See Note on page 5.

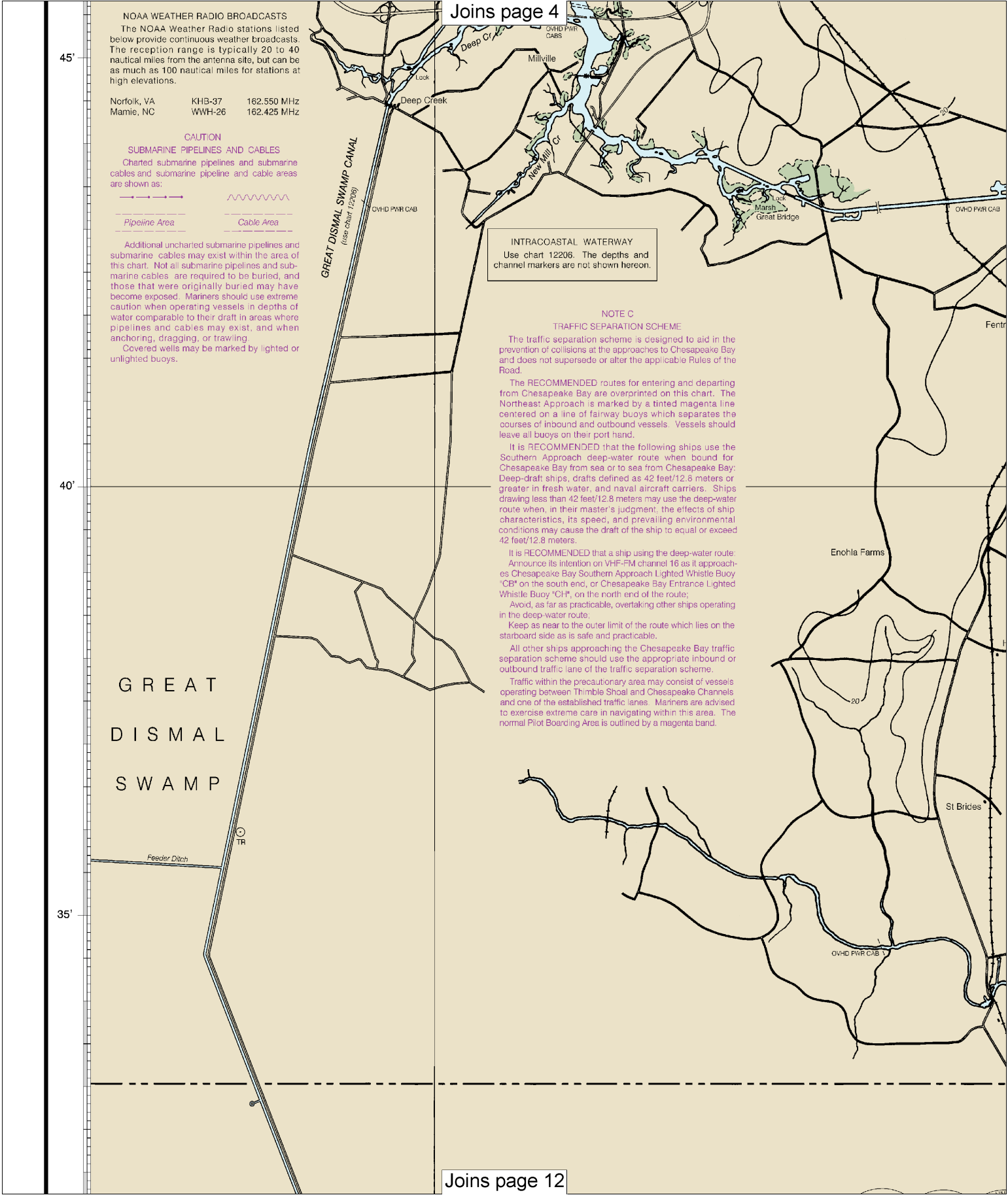




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



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NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA	KHB-37	162.550 MHz
Mamie, NC	WWH-26	162.425 MHz

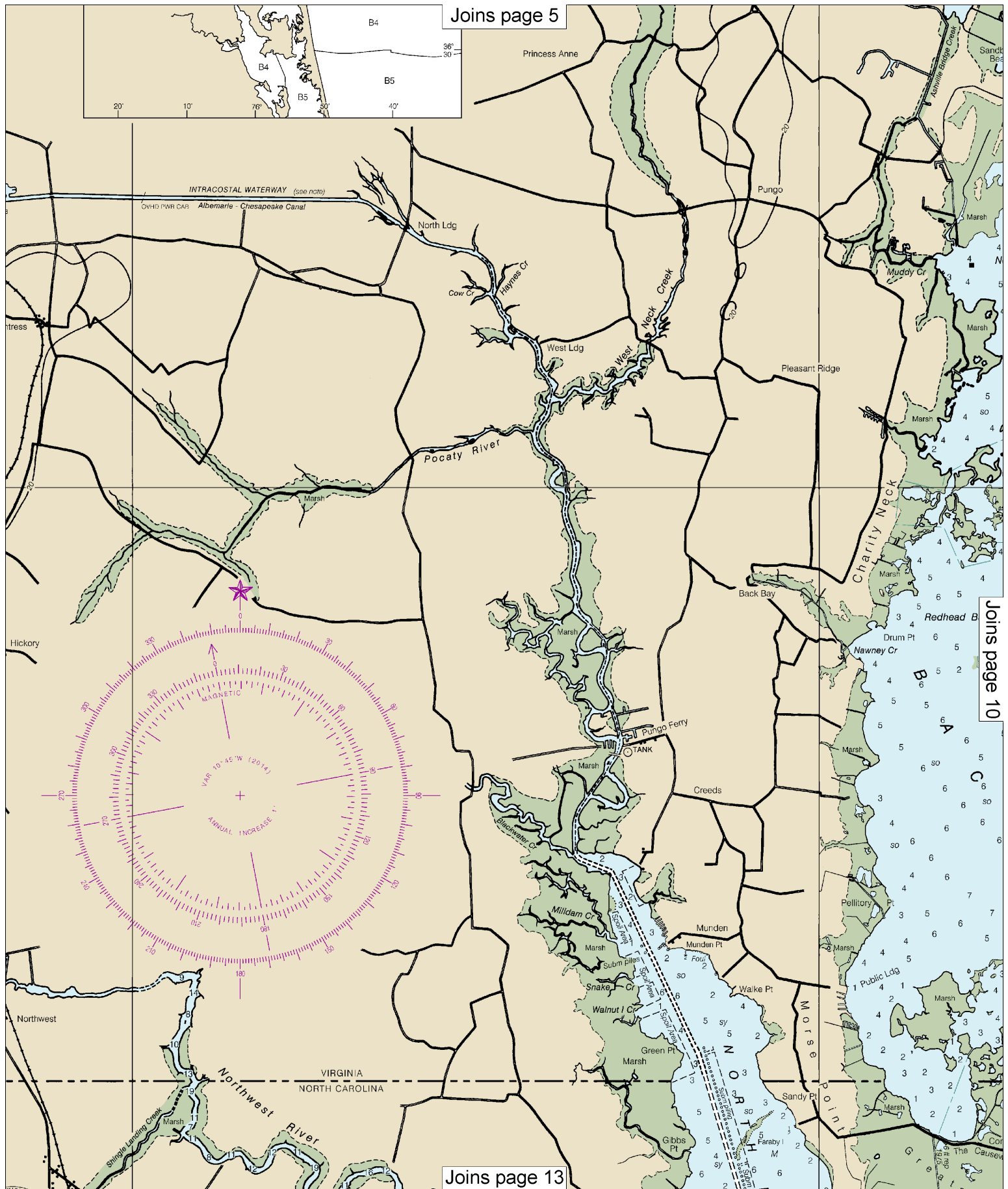
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

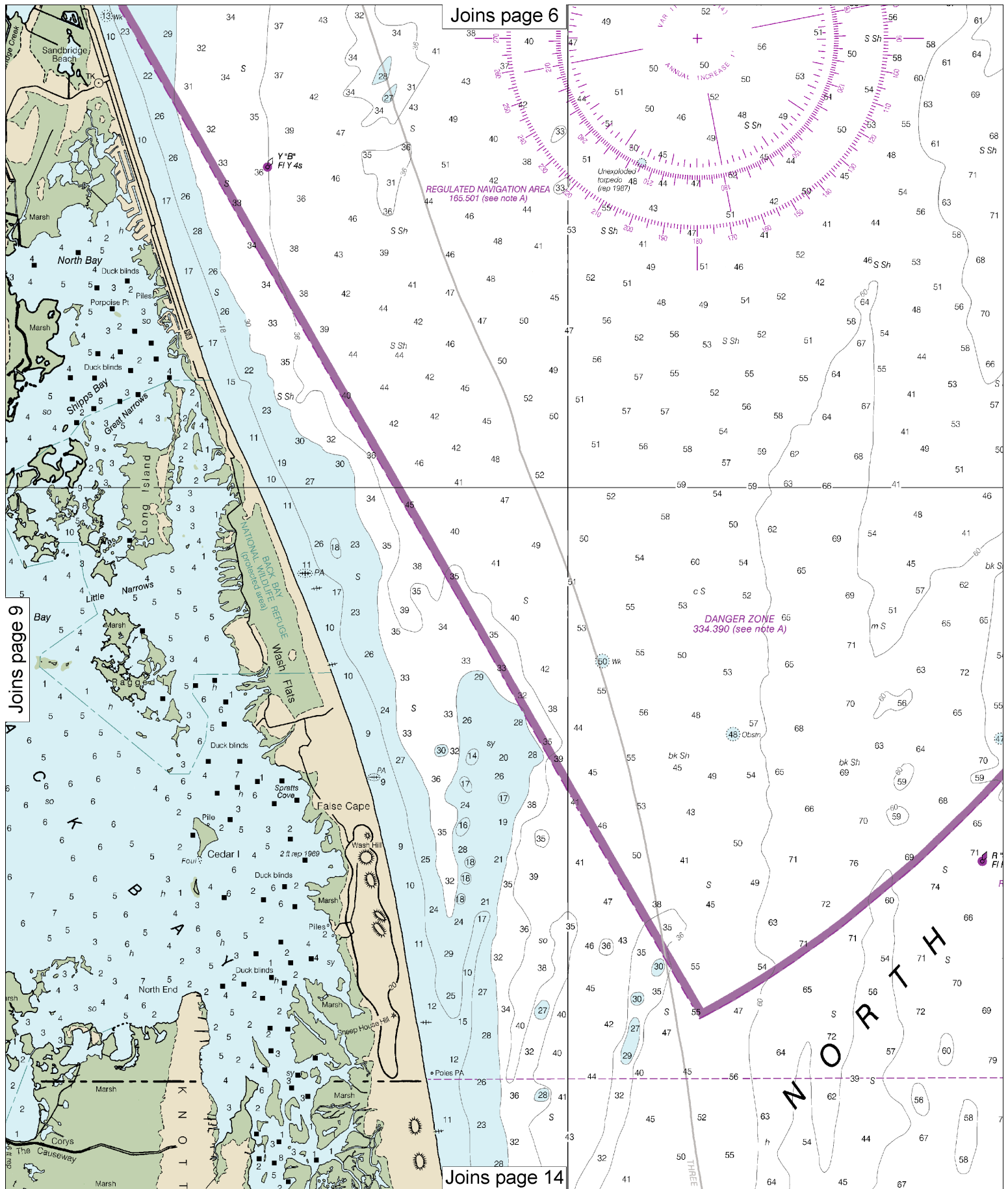


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

INTRACOASTAL WATERWAY
Use chart 12206. The depths and channel markers are not shown hereon.

NOTE C
TRAFFIC SEPARATION SCHEME
The traffic separation scheme is designed to aid in the prevention of collisions at the approaches to Chesapeake Bay and does not supersede or alter the applicable Rules of the Road.
The RECOMMENDED routes for entering and departing from Chesapeake Bay are overprinted on this chart. The Northeast Approach is marked by a tinted magenta line centered on a line of fairway buoys which separates the courses of inbound and outbound vessels. Vessels should leave all buoys on their port hand.
It is RECOMMENDED that the following ships use the Southern Approach deep-water route when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay: Deep-draft ships, drafts defined as 42 feet/12.8 meters or greater in fresh water, and naval aircraft carriers. Ships drawing less than 42 feet/12.8 meters may use the deep-water route when, in their master's judgment, the effects of ship characteristics, its speed, and prevailing environmental conditions may cause the draft of the ship to equal or exceed 42 feet/12.8 meters.
It is RECOMMENDED that a ship using the deep-water route: Announce its intention on VHF-FM channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy "CB" on the south end, or Chesapeake Bay Entrance Lighted Whistle Buoy "CH", on the north end of the route; Avoid, as far as practicable, overtaking other ships operating in the deep-water route; Keep as near to the outer limit of the route which lies on the starboard side as is safe and practicable.
All other ships approaching the Chesapeake Bay traffic separation scheme should use the appropriate inbound or outbound traffic lane of the traffic separation scheme.
Traffic within the precautionary area may consist of vessels operating between Thimble Shoal and Chesapeake Channels and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.





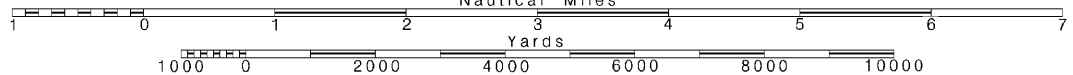
10

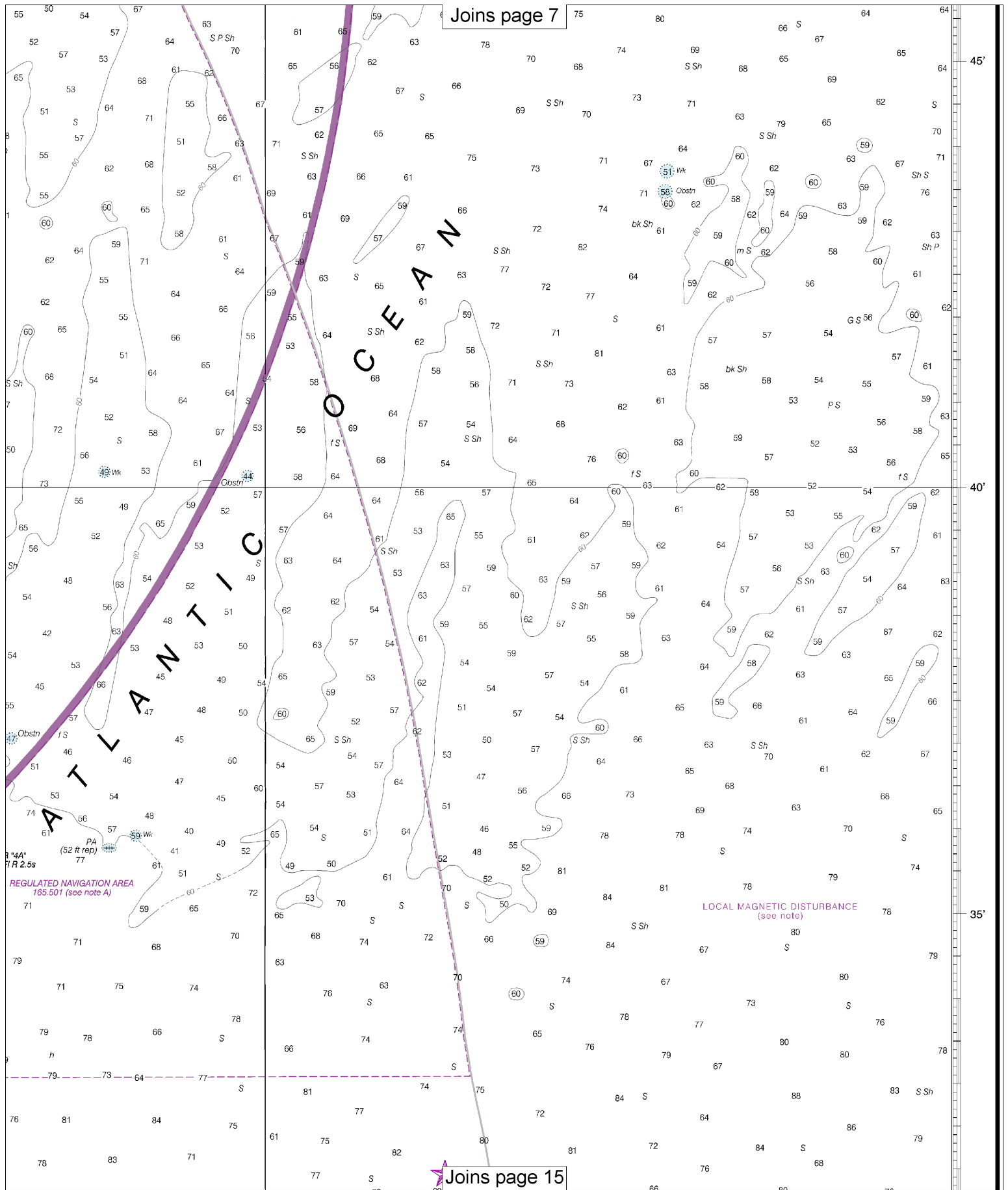
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







THE NATION'S CHARTMAKER SINCE 1792

UNITED STATES - EAST
VIRGINIA - NORTH CAROLINA

CAPE HENRY TO CURRITUCK BEACH

Mercator Projection
Scale 1:80,000 at Lat. 36°

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

AUTHORITIES

Hydrography and topography by the National Oceanic and Atmospheric Administration, U.S. Coast Survey, with additional data from the Corps of Engineers, U.S. Army, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for chart purposes is considered equivalent to the World Geodetic System (WGS 84). Geographic positions referred to the datum of 1927 must be corrected an average of 1.238" northward and 1.238" eastward to agree with the datum of 1983.

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 6th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.

Refer to charted regulation section numbers.

NOTE B

DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

NOTE D

EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical

Al alternating

B black

Bn beacon

C can

DIA diaphone

F fixed

Fl flashing

G green

IQ interrupted quick

iso isophase

LT HO lighthouse

M nautical mile

m minutes

MICRO TH microwave tower

Mk marker

Mo morse code

N nun

OBSC obscured

Oc occulting

Or orange

Q quick

R red

Ra Ref radar reflector

R Bn radiobeacon

R TR radio tower

Rot rotating

s seconds

SFC sector

Sl M statute miles

VQ very quick

W white

WLIS whistle

Y yellow

Bottom characteristics:

Blos boulders

bk broken

Cy clay

Co coral

G gravel

Gr grass

gy gray

h hard

M mud

Oys oysters

Rk rock

S sand

so soft

Sh shells

sy stony

Miscellaneous:

AUTH authorized

ED existence doubtful

Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

Obstr obstruction

PA position approximate

Rep reported

PD position doubtful

Subm submerged

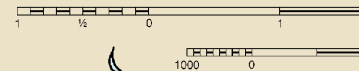
LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the normal variation have been observed 3 to 17 nautical miles offshore from Cape Henry to Currituck Beach Light.

TIDAL INFORMATION

PLACE	Height referred to
NAME	(LAT/LONG)
Norfolk	(36°51'N/76°18'W)
Cape Henry	(36°56'N/76°00'W)
Virginia Beach	(36°51'N/76°08'W)
Mean Higher High Water	foot
	3.1
	3.5
	3.9

Dashes (---) located in datum columns indicate unavailable datum values for a tide prediction, and tidal current predictions are available on the Internet from HTO (May 2014).



CONTINUED ON CHART 12206

24th Ed., Jul. 2014

12207

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

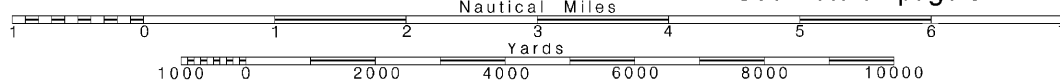
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact>

Last Correction: 3/25/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

Printed at reduced scale.

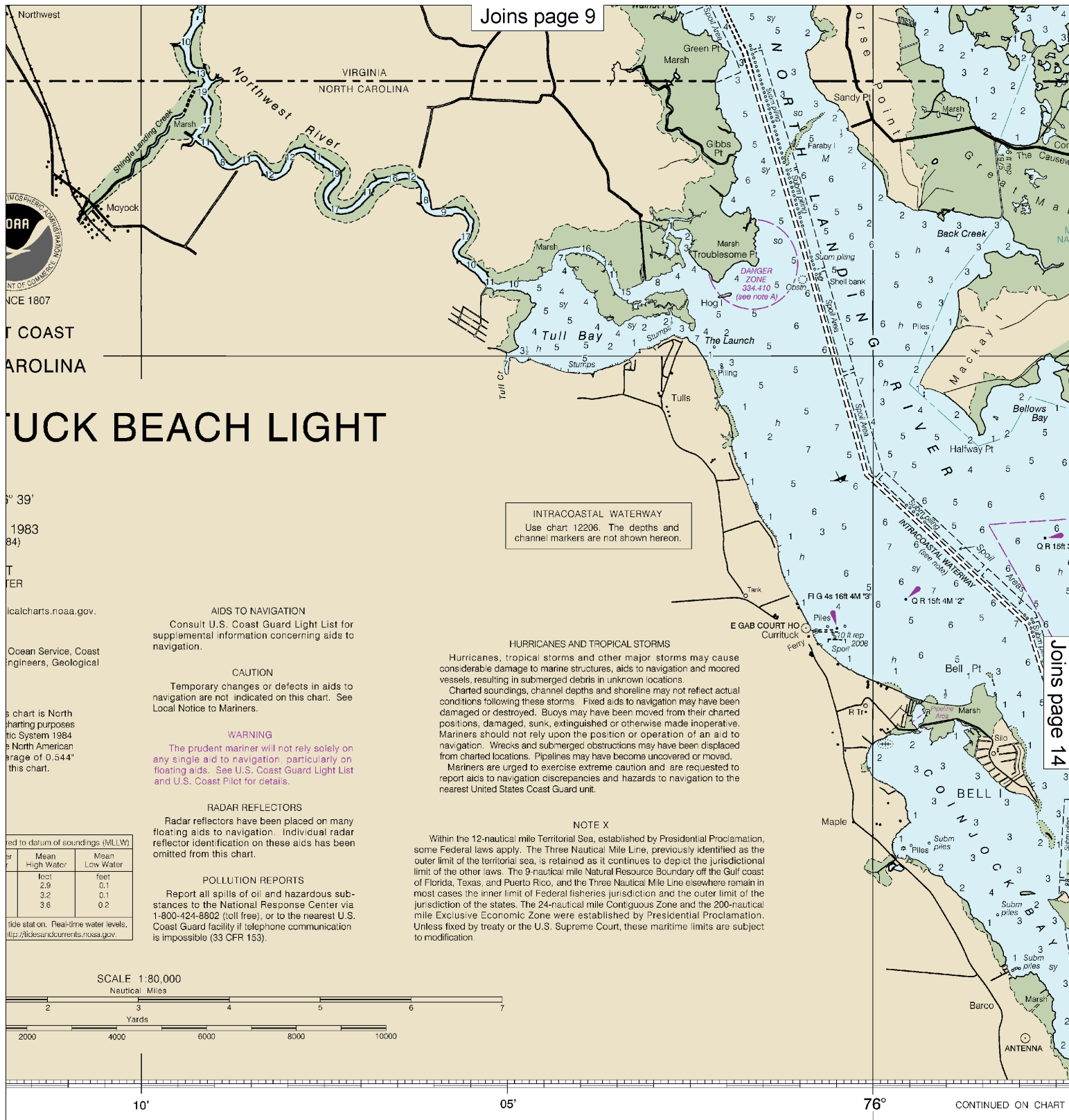
SCALE 1:80,000
Nautical Miles

See Note on page 5.



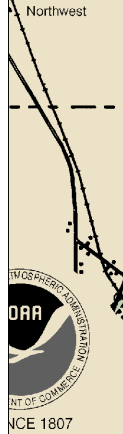
Note: Chart grid lines are aligned with true north.

12



Joins page 9

Joins page 14



T COAST
AROLINA

TUCK BEACH LIGHT

39'
1983
(84)
T
ER

icalcharts.noaa.gov.

Ocean Service, Coast
Engineers, Geological

s chart is North
charting purposes
tic System 1984
e North American
age of 0.544"
this chart.

Red to datum of soundings (MLLW)		
	Mean High Water	Mean Low Water
feet	2.9	0.1
	3.2	0.1
	3.6	0.2

Side station. Peak-time water levels.
(http://tidesandcurrents.noaa.gov)

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

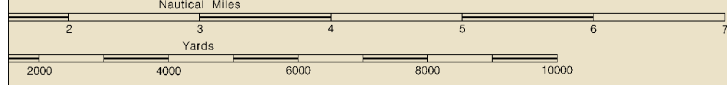
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

INTRACOASTAL WATERWAY
Use chart 12206. The depths and channel markers are not shown hereon.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

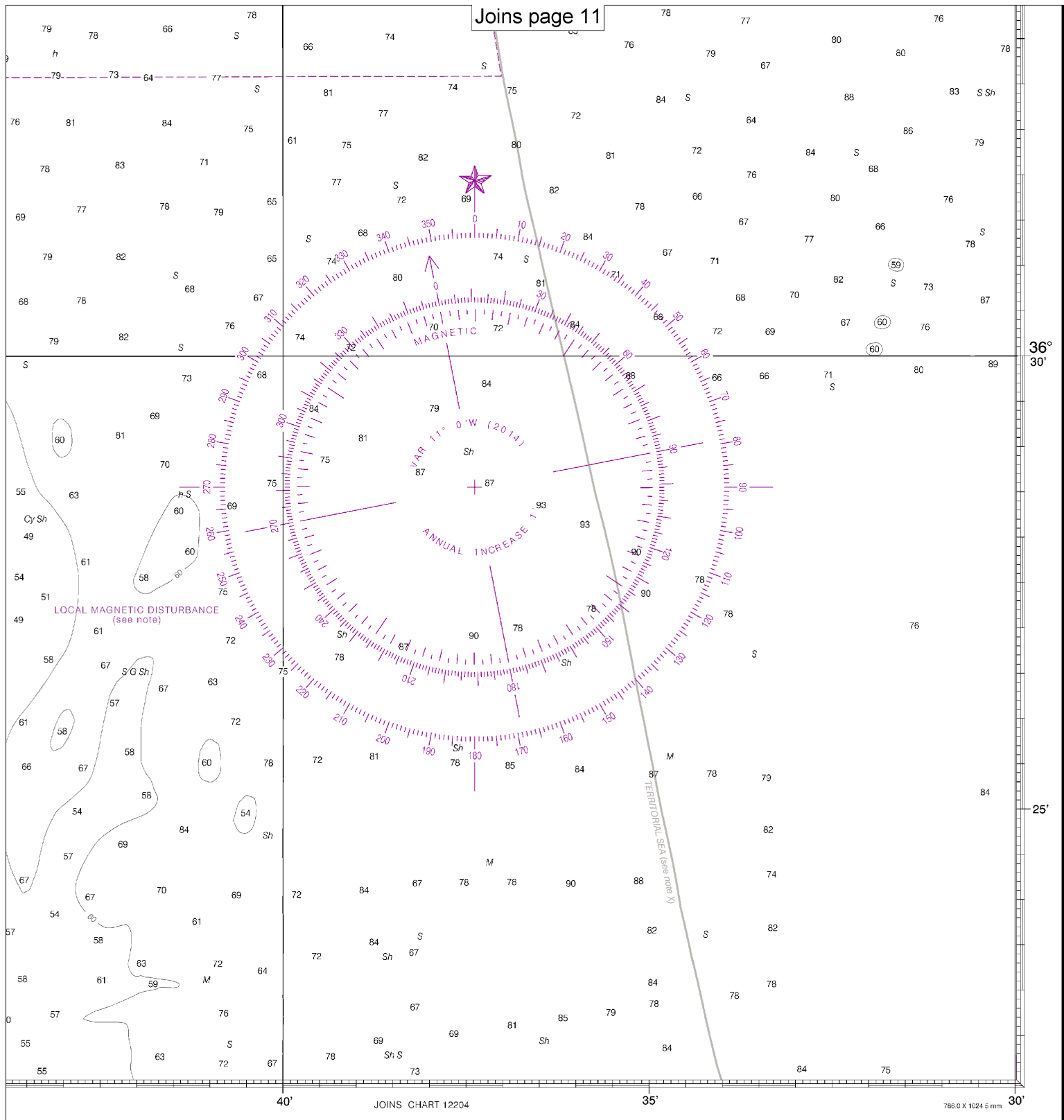
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SCALE 1:80,000



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ct.htm.

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U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOS
NATIONAL OCEAN
COAST SUR



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
8	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cape Henry to Currituck Beach Light
SOUNDINGS IN FEET - SCALE 1:80,000

12207



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.